2: Villiers T-5 (1938-39) 1948 MK2 Maritime Arabs MK2
Kuwait MI 1

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also a pearl diver. Pearling from Kuwait and Bahrein is carried on during the season of the hard southwest monsoon in the Indian Ocean, when the big dhows are laid up and there is no ocean sailing. It is therefore possible for the same men to carry on both callings, though in these days the seaman is becoming a little too enlightened to go off cheerfully to the purgatory of pearling.

MA 565 581 595

The seaman is also helped by his religion, by his interest in the seafaring life (which has a great appeal of its own) and the fine camaraderie about it, and in many cases by the delights of night life in such ports as Zanzibar and Bombay. If he has no harem of his own back in Kuwait, he is certainly no celibate at Zanzibar. He generally seems to manage a small home in Kuwait after a few voyages, depending upon his own business acumen and the general success of the dhow he serves in. Many *nakhodas* appear to maintain several.

MA 505 565

In addition to the merchants, *nakhodas*, and seamen, there is another class of importance in the dhow trade. These are the mates, the experienced officers who, never able to become *nakhodas* themselves because of an unacceptable financial status, very often have more to do with the actual sailing of the dhow than the *nakhoda*. Each big dhow carries at least one such experienced man. Sometimes he is of Iranian origin, and has been sailing since he could walk. Sometimes he is a Negro, member of a trusted ex-slave family, who lives with the *nakhoda* at home or has been brought up in his courtyard.

MA 505 565 439

He is always an able mariner, but he is not often trusted to trade. It is not at all uncommon for a *nakhoda*, on the usual East African voyage — which always begins with a long haul and long-winded peddling of dates round the coasts of Southern Arabia, and to Berbera and perhaps Djibouti — to leave the ship for considerable portions of the passage at sea, while he looks after her business interests ashore. For example, in one Kuwait dhow in which I had the good fortune to sail for some eight months, the *nakhoda* cheerfully left the ship at Aden and went on to Mukalla by steamer, to steal a march on the other shipmasters and scoop the cream — he hoped — from the passenger market. Again, he left the ship at Zanzibar, and his mate took her down to the delta of the Rufiji, hauled her out on the beach at Kwale Island south